



Federal Aviation
Administration

ADS-B REBATE

GENERAL AVIATION ADS-B REBATE PROGRAM RULES

Incentive

This program reimburses purchasers of eligible ADS-B Out equipment on an eligible aircraft at \$500 per owner as long as the eligible ADS-B Out equipment is installed and flown per the program rules. This is a *first-come, first-served* program that will only last for a limited time.

Eligibility and Flight Requirements

Eligible Equipment is defined as avionics that constitute a TSO-certified Version 2 ADS-B Out system, purchased on or after the program announcement date. Such equipment must have a TSO marking for TSO-C154c, or TSO-C166b, or both. Eligible ADS-B Out system equipment may have an embedded position source compliant with one of the following TSOs: TSO-C-145c (or subsequent versions), TSO-C146c (or subsequent versions), or may be connected to a separate position source compliant with TSO-C-145c (or subsequent versions) or TSO-C146c (or subsequent versions). Eligible ADS-B Out system equipment must be connected to a GPS position source (either embedded in the ADS-B Out equipment or not) in compliance with the guidance published in FAA Advisory Circular 20-165B. Any separate position source must comply with the guidance published in FAA Advisory Circular 20-165B. ADS-B In/Out systems compliant with TSO-C154c, TSO-C166b, or both, are also eligible.

Only certain aircraft types are eligible for this program. *Eligible Aircraft* are U.S.-registered, fixed-wing single-engine piston aircraft whose operation requires an onboard pilot, first registered before 1-Jan-2016 (i.e., new aircraft produced after 1-Jan-2016 are not eligible); this eligibility will be determined via the FAA Civil Aircraft Registry (CAR). Program eligibility also requires permanent installation of new avionics equipment in a single aircraft in compliance with applicable FAA regulations and guidance material. Software upgrades to existing equipment are not eligible. Aircraft that already have a Version 2 ADS-B Out system are not eligible.

FAA will determine aircraft eligibility using data from the CAR. Specifically, the following CAR data fields will be checked:

Type Aircraft = 'Fixed wing single engine' or 'Glider'; AND

Type Engine = 'Reciprocating' OR '4 Cycle' OR '2 Cycle'

FAA will not permit rebates for aircraft which do not satisfy the above data checks. If an aircraft meets the above CAR data checks, but still does not meet all of the other terms of these Rules, then the FAA reserves the right to deny the applicant's rebate claim.

For the purposes of this program, *Aircraft Owner* means either a single individual owner or any owning entity (any legal ownership entity including but not limited to an LLC, corporation, partnership or joint venture). For reimbursement under this program, FAA Civil Aircraft Registry information regarding ownership is controlling and the actual aircraft owner is responsible for ensuring that the FAA Civil Aircraft Registry information is accurate. Program eligibility is limited to one rebate per Aircraft Owner.

This program excludes all aircraft that FAA has already paid or previously committed to upgrade (per FAA's current/prior agreements and including the Alaska upgrade project). This program excludes all Unmanned Aircraft Systems (aircraft without an onboard pilot).

Once a commitment to purchase Eligible Equipment has been made and an installation date has been confirmed with an authorized installer, a rebate reservation must be submitted by the Aircraft Owner for an Eligible Aircraft. The Rebate Reservation web application will only accept scheduled installation dates within 90 calendar days from the reservation date. FAA estimates that approximately 20,000 rebate reservations will be available. After all rebate reservations have been allocated, the FAA will cease accepting reservations. FAA will reopen the rebate reservation process if rebates are not claimed within the allotted period (see below).

To receive reimbursement, the Aircraft Owner must establish, within 60 days of installing the Eligible Equipment, that the installed ADS-B system complies with the Code of Federal Regulations (CFR) requirements in Title 14 CFR §91.227 Automatic Dependent Surveillance-Broadcast (ADS-B) Out equipment performance requirements. To establish rule-

compliance, the Aircraft Owner must ensure that the Eligible Aircraft is flown in some portion of the airspace defined in 14 CFR §91.225¹ for a minimum of 30 minutes, with at least 10 aggregate minutes of maneuvering flight (turns, acceleration, etc). See AC 20-165B, section 4.3.2 and sections 4.3.2.3-4.3.2.6, for recommended Part 23 flight maneuvers. A map of the airspace defined in 14 CFR §91.225 can be found at [ADS-B Airspace Map Link.kmz](#). See also Note C below.

Program Steps & Timeline

The program will include the following steps and timeline:

[1] **Decide**: The Owner arranges for purchase and schedules installation of TSO-certified avionics for an Eligible Aircraft.

[2] **Reserve**: Before avionics installation occurs, the Aircraft Owner must submit a Rebate Reservation via a website. Upon successful submission, an email will be sent to the submitter with a Rebate Reservation Code. During the rebate reservation process, the Eligible Aircraft's information is validated against the Civil Aircraft Registry (CAR), including ownership information. If there are discrepancies, the Aircraft Owner may continue with the reservation process; but before a valid Incentive Code can be obtained in step [5], the Aircraft Owner must insure that the CAR data for their Eligible Aircraft is corrected. See Notes A and B.

NOTE: The CAR is updated weekly, typically the first business day of the week; any updates to the CAR in a given week will typically not be available until the following week.

[3] **Install**: TSO-certified ADS-B avionics are installed in the Eligible Aircraft.

[4] **Fly & Validate**: Only after the prior steps are completed, the Eligible Aircraft is flown in the airspace defined in 14 CFR §91.225 (see Note C for an exception to this) for at least 30 minutes, with at least 10 aggregate minutes of maneuvering flight, per the guidance in AC 20-165B

http://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1028666, sections 4.3.2 and 4.3.2.3-4.3.2.6 for Part 23 aircraft. After flight, a Public ADS-B Performance Report (PAPR) and General Aviation Incentive Requirements Status (GAIRS) report is obtained to validate performance of the Eligible Aircraft's ADS-B installation. Note that it may be necessary to repeat this step more than once, until the GAIRS report indicates PASS for all fields and provides an Incentive Code in the Rebate Status section.

[5] **Claim**: Within 60 days of the scheduled installation date, the Aircraft Owner gathers their Rebate Reservation Code (from step [2]) and their Incentive Code (from step [4]) and navigates to the ADS-B Rebate website to claim their rebate. After FAA validates a Rebate Claim, the rebate check will be mailed to the Aircraft Owner as listed in the FAA Civil Aircraft Registry. Only one Rebate Claim per Aircraft Owner will be paid.

*****IMPORTANT NOTES*****

- A. The Aircraft Owner is responsible for completing the Reserve step [2] prior to step [4]. Failure to follow this sequence will invalidate any Rebate Claim.
- B. The FAA will validate program eligibility (fixed-wing, single-engine piston aircraft) via use of data from the Civil Aircraft Registry (CAR). See http://registry.faa.gov/aircraftinquiry/NNum_Inquiry.aspx. The Aircraft Owner is responsible for insuring the accuracy and validity of CAR information, including ownership information, for their Eligible Aircraft **prior** to performing step [4]. If CAR data does not indicate program eligibility when step [4] occurs, then a valid Incentive Code will not be provided.
- C. In Alaska, Guam, Hawaii and Puerto Rico, flight of an Eligible Aircraft above 10,000 feet MSL and within FAA ADS-B coverage will qualify as meeting the airspace requirements of step [4], even though this airspace is not included in 14 CFR §91.225.

¹ In Alaska, Guam, Hawaii and Puerto Rico, flight of an Eligible Aircraft above 10,000 feet MSL and within FAA ADS-B coverage will qualify as meeting the airspace requirements of this program, even though this airspace is not included in 14 CFR §91.225.